

The Sydney Morning Herald.

TERMS OF SUBSCRIPTION.

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VOL. XXV.

FRIDAY, MARCH 16, 1849.

No. 3690 CASH TERMS FOR ADVERTISEMENTS.

For one inch and under 3d., and 1s. for every additional inch for each insertion.

PARRAMATTA STEAMERS.

THIS Public are respectfully informed that the
Steamers having been thoroughly
repaired in hull, boilers, and
machinery, will commence to run daily on
and after Thursday, the 15th March, till
further notice, as under—

From Sydney.

From Parramatta.

At 12 A.M. 6 p.m. 11 A.M.

4 P.M. 4 P.M.

Sundays, at 9 A.M. from Sydney, returning

from Parramatta at 4 P.M.

Fare—Cabin, 1s. 6d.; Steerage, 1s.

Freights on very easy terms, and every at-

tention paid to passengers and their baggage.

Refreshments of the best description to be

had on board at moderate rates.

Kellicott's Wharf, Sussex-street,

March 12. 4135

STEAM TO THE CLARENCE RIVER.

THE PHENIX is un-
available postponed
till eight o'clock this evening.
Friday, 16th March, 1849.

Kellicott's Wharf, March 16. 4404

FOR TWOFOLD BAY AND PAMBULA.

THE fast-sailing Schooner
John Bond, master, now
loading at the Circular Wharf,
will positively sail for the above ports on
Saturday, the 17th instant.

For freight or passage apply to the master,
on board; or

W. S. MOUTRY.
Circular Quay Office.

FOR MURKIN DIRECT.

THE well-known favorite Brigantine
WILL WATCH.

Stans, Commander, will clear
at the Water Police THIS DAY, and go to
To-morrow Evening, weather permitting.
Has only room for five tons freight and two
cabin passengers.

For freight or passage apply on board, at
the Flout Company's Wharf; or to

R. M. SAYERS,
Port Phillip Packet Office,

March 14. 4296

FOR MELBOURNE DIRECT.

THE first-class schooner
VELOCITY,

150 tons, McVeigh, master,
will sail for the above on
Sunday the 18th, when passengers are requested
to be on board.

For a few tons light freight, and passage,
apply to

JAMES COOK, or to

SHEDDARD AND ALGER.

Circular Quay, March 16. 4363

FOR MELBOURNE DIRECT.

THE first-class schooner
ARABIAN,

391 tons, J. Snowdon, master,
having great part of her cargo engaged, will
not be ready to receive cargo on
Monday, the 19th instant, and will sail for the
above port on Saturday, the 24th. For freight
or passage, having good accommodation, apply
to the master, on board, at the Flout Wharf;

or to

SMITH, BROTHERS, AND CO.,

Sussex-street.

FOR HOBART TOWN, (WILL POSITIVELY SAIL ON SATURDAY NEXT.)

THE fine new Packet
Brig E.M.M.A.,

170 ton, R. F. Pockley,
Commander.

This vessel is now receiving cargo, and being
under engagement to sail as above, parties
having general ship, or requiring passage,
will please apply as early as possible to prevent
disappointment.

Apply on board, at the Queen's Wharf;

or to

JOHN MACNAMARA,
Queen-street.

FOR HOBART TOWN AND LAUNCESTON.

TO SAIL ON SUNDAY, MARCH 18.

THE first-class schooner
VELOCITY,

160 tons, James McVeigh,
master, will take passage
to Launceston without extra charge.

Parties proceeding to the latter port will have an
opportunity of visiting Melbourne without one
shilling additional expense, and her detention
there will not exceed four days, as a portion of
her cargo will only be landed. For passage,
apply to

JAMES COOK, or

SHEDDARD AND ALGER.

Circular Quay, March 15. 4377

ONLY VESSEL FOR ADELAIDE.

THE NOTED CLIPPER
PHANTOM,

283 tons register, Captain Henry
T. Fox, having much of her
cargo engaged, will have quick despatch.

This vessel has been originally fitted for

Indian passengers, and very description, with a
splendid stern cabin for ladies.

For freight or passage apply on board, at

Fotheringham's, Queen's Wharf; or to

SHEDDARD AND ALGER.

Packet Office, 470, George-street.

Passengers are requested to pay the balance of
their passage money This Day. 4322

PORT NICHOLSON.

THE new fast-sailing
clipper brigantine
WILLIAM ALFRED,
Capt. T. Tunley, master, will have
immediate despatch for the above port, with
liberty to touch at

NELSON.

sufficient inducement offer.

Departure on or about the 20th instant.

For freight or passage apply to the master,
on board; or to

GEORGE THORNE AND CO.

March 12. 4363

FOR CALCUTTA.

(TO SAIL ON THE 10TH OF APRIL.)

THE fine fast-sailing
Alship

A. S. Milson, Com-
mander, has been chartered for the con-
veyance of horses which will be under
the superintendence of Mr. Robert King.

This vessel has great height in the 'ween
decks, is well ventilated, and will remarkably
suit the present first-rate oppor-
tunity to ship horses.

There is room for about 30 horses, for which immediate
application is necessary.

The cabin accommodations of this ship are
very superior, and passengers will be taken on
moderate terms. Apply to

SMITH, CAMPBELL, AND CO.

Agents.

March 16. 4418

REGULAR TRADE.

THE new fast-sailing
clipper brigantine
WILLIAM ALFRED,
Capt. T. Tunley, master, will have
immediate despatch for the above port, with
liberty to touch at

NELSON.

sufficient inducement offer.

Departure on or about the 20th instant.

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March 16. 4418

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(TO SAIL ON THE 10TH OF APRIL.)

THE fine fast-sailing
Alship

A. S. Milson, Com-
mander, has been

SHIPPING INTELLIGENCE.

ARRIVALS.

March 15.—Susan, brig, 212 tons, Captain Wood, from Auckland, on the 27th February. Passengers—Mr. J. Beckham, Mr. J. N. Bell, Mr. John Bell, Mr. H. Bell, Mrs. Hunt and two children, Miss Calvert, Mrs. Cain, Mrs. McGee and two children, and Mrs. Day.

March 15.—Christina, brig, 126 tons, Captain Saunders, from Port Fairy the 8th instant. Passengers—Mr. Donovan, Mr. and Mrs. Knight, and W. Russell.

March 15.—Emma, barque, 379 tons, Captain Knight, from Auckland the 1st instant, in ballast.

DEPARTURES.

March 15.—Artemisia, barque, 558 tons, Captain Ridley, for London.

March 15.—Inchinman, barque, 565 tons, Captain Pearce, for Auckland via Newcastle.

March 15.—Johnstone, ship, 436 tons, Captain Harrison, for London. Passengers—Mr. J. R. Holden, Dr. Cox, Mr. Clarke and two children; Mr. Stowbridge, Mr. MacKenzie, Mr. J. Whitched, Mr. and Mrs. Bassett and two children, Mr. J. Babbs, Mr. A. Tullock, Mr. C. Buckland, and Mr. Pattison.

March 15.—Susan, schooner, 54 tons, Captain Steel, for Moreton Bay. Passengers—Mr. and Mrs. Smith and three children, and Captain Smith.

COASTERS INWARDS.

March 15.—Black Swan, 18, Speed, from Newcastle with 2,000 casks. Susten, 41, Campbell, from the Hunter, 2,000 bushels wheat, 25 cwt onions; Will Watch, 63, Stanes, from Newcastle, with 60 tons coal; Mary Ann, 21, Johnstone, from the M'Donald River, with 450 bushels wheat, 30 bushels maize; Ann, 10, Anderson, from Pittwater, with 220 bushels shales; Roseland, 13, Ringland, from Shoalhaven, with 13 tons potash; Susan, 21, Fulmer, from Shoalhaven, with 20 tons potato; 50 bags wheat; 10 bags flour; 20 bags from Morphett, with 632 bushels barley, 569 bushels wheat, 44 bushels maize; Thistle, steamer, 127, Mullall, from Morphett, with 875 bushels grain, 94 trusses hay, 12 casks tallow, 10 bags onions, 2 bags wool.

COASTERS OUTWARDS.

March 15.—Maitland, steamer, 163, Parsons, for the Hawkesbury, with 100 cwt. Carthus, 19, for the Hawkesbury, with 100 cwt. Carbuncle, 19, for Pittwater, in ballast; Cricket Player, 12, Loutit, for the Hawkesbury, with sundries; Curlew, 16, Dawes, for the Hawkesbury, with sundries; Roseland, 15, Ringland, for Shoalhaven, in ballast; Louis, 14, Hulcaw, for Shoalhaven, in ballast; Susan, 20, Fulmer, for Shoalhaven, in ballast; Currency Bay, 45, Brown, and Black Swan, 18, Speed, for Newcastle, in ballast.

IMPORTS.

March 15.—Susan, brig, 220 tons, Captain Wood, from Auckland; 12 cases starch, 17 cases chocolate, 1 case blacking, 4 boxes clothes pegs, 1 box lozenges, 1 box domestic, 3 boxes candles, J. Bell; 1 case cottons, Israel Myers; 47 cases oil, 1 case ambergris, 8 boxes rope, Smith, and Campbell; 28 cases champagne, Order; 1 box apparel, 70 cases 6 wine, 4 hogheads 9 quarter-casks and 1 pipe wine, 3 quarters 100 cwt. of crated timber, 33 tons coal, 23 cases oil, 38 bags coffee, 2 tierces sugar, 1 hale drapery, 25 cans paint oil, 36 bundles spades, 1 box and 1 basket ironmongery, 1 box brushware, 3 cases felt, part of original cargo from London.

March 15.—Christina, brig, 126 tons, Captain Saunders, from Port Fairy: 200 bales wool, 45 cases tallow, R. Campbell, tertius.

The Wesleyan brig John Wesley, from the Fijian Islands, arrived at Auckland on the 1st February. The American ship Robert Pulteney sailed from Auckland for Hobart Town, on the 1st February. The schooner John Bull sailed from Auckland for Hobart Town, with a cargo of timber, on the 22nd February.

The schooner Ariel having completed her repairs, was launched from the slip yesterday, and her place taken by the American brig Sabine, to have her bottom examined.

DIARY.

MEMORANDA FOR THIS DAY.

SUN	Rises 1 A.M.	Winters 11 M.	1 even
16	FRIDAY	15 04 6 6 11 41 0 0	
	Moon, last quarter, March 17, 44 m. 10 A.M.		

To COUNTRY AGENTS. —The agents for the Sydney Morning Herald are requested to furnish their quarterly statements of accounts no later than the 20th instant.

THE SYDNEY MORNING HERALD.

FRIDAY, MARCH 16, 1849.

Sword to No Master, of no Sect am I.

MR. RAMSAY AND THE FEMALE EMIGRANTS PER INCHINMAN. In the cases of the Queen v. TAYLOR, which occupied the Criminal Court at Darlinghurst for two days during the past week, some curious facts were disclosed in reference to the punishment of the female emigrants on board the Inchinman, by Mr. WILSON RAMSAY, the Surgeon-Superintendent; and were it not that Mr. RAMSAY has addressed letters to us questioning the accuracy of the facts as furnished by our reporter, we should in all probability have been contented to have allowed the public to have drawn their own conclusions of his conduct as contained in his letters, in our reporter's paragraph, and in the latter's reply to Mr. RAMSAY'S last. But as Mr. RAMSAY has agitated the question of punishing the female emigrants on the outward voyage, we shall refrain no longer from examining the statements which have been published, or of calling upon the Emigration Board to institute a searching inquiry into the charges of indecency which Mr. RAMSAY admits he devised and authorised on board the Inchinman. All the female emigrants who appeared in Court as witnesses on the two occasions were young women. MARY SIMPSON, upon whom the alleged assaults were committed, had been in two services in Ireland before she entered the Union from which she was sent to New South Wales; she admitted she was eighteen years old; and the other girls appeared about the same age. We are not so simple as to suppose that there were not some refractory girls out of so large a number as one hundred and sixty-two; but surely if it had been necessary to punish the disorderly and disobedient, some punishment might have been contrived not so offensive and disgusting as encaging the delinquent in Mr. RAMSAY'S trousers.

In the course of the exclusive trial, Mr. RAMSAY admitted that the exclusive control, management, and superintendence, of the female emigrants in the Inchinman were reposed in him; and that the punishment of placing the girls in his trousers was the suggestion of his own brain. The disgust at this admission depicted on the countenances of almost every spectator in Court could not have escaped the observation of Mr. RAMSAY, and we should have thought that after the dignified rebuke of Mr. Justice DICKINSON, who presided at the second trial, that if he possessed the feelings of a gentleman he would have allowed the subject to have remained in abeyance, more particularly as we have been informed

that it is the intention of Mr. RAMSAY to settle amongst us as a medical practitioner. But Mr. RAMSAY, either from a wish for notoriety (and so far we have assisted him by allowing him a niche in our columns for his letters,) or from a desire to make himself conspicuous by the novelty of his punishment of these young women, says in his second letter—“The facts with respect to the punishment of the trousers are correct. I have no hesitation in re-asserting that under similar circumstances I would resort to a similar punishment. And in case the emigrants had been males, I would very likely have put petticoats on them. And this too with a full reliance on an acquittal of over-severe punishment having been given by the Emigration Agent.” Here the punishment is admitted, and its ingenuity and novelty appear to have tickled Mr. RAMSAY into the belief that by such acts he is not offending female delicacy, and that he would be justified in repeating the punishment under similar circumstances. Mr. RAMSAY, however, would do so with “a full reliance on an acquittal of over-severe punishment having been given by the Emigration Agent,” we wish Mr. RAMSAY would write English; we don't understand what he means by this last paragraph, if he were acquitted of any charge preferred against him before the Emigration Board, they would not stultify themselves by awarding punishment. If he means that in an investigation of his conduct he would be found guilty by the Board, but that his punishment would be slight, we will at once decide him, by informing him that the Board would punish most severely, and as far laid in their power, acts of which he admits himself the contriver and perpetrator.

But the punishment of the trousers was not confined to merely being placed on the women, the latter were exposed on the poop, and several of the witnesses admitted that they had seen the girls on that part of the vessel whilst undergoing the punishment. If Mr. RAMSAY's object was not “to expose them to the derision of the crew, nor yet to the obscene jests which such a spectacle must have given rise to,” why did he place them there at all—why did he order them on the poop, from whence they were submitted to the gaze of every one on board. The punishment of placing the women in trousers is indecent and indecent enough, the placing the women on the poop when so clothed, to be subjected to derision, scorn, and filthy language, was unpardonable and offensive.

With respect to the quibbling about the belts which were to have been made to sling the girls, it is immaterial whether they were to be used to sling them to the yard-arm or not. The slings for the waist were suggested as a punishment by Mr. RAMSAY himself, and we have been informed that they were not made, only because he had quarrelled with the mate, who was to have been the instrument of Mr. RAMSAY'S ingenuity. But to proceed with Mr. RAMSAY'S second letter. He says—“The Emigration Commissioners might make a mistake and do so sometimes in the surgeon whom they appoint to these ships, when, as must be the case once, the surgeon is in charge for the first time in his life. This is not my case. I have been long and well tried in the service, and could, were I an applicant to-morrow for a similar appointment, get the precedence of many who may have had perhaps as long an experience.”

Mr. RAMSAY seems to have mistaken his position, is labouring under some hallucination, or must think that the Emigration Commissioners are a pack of fools, and as devoid of decency and delicacy as he has shown and pronounced himself to be. We entirely agree with Mr. RAMSAY that, notwithstanding the great care, caution, and enquiry, which the Emigration Commissioners use, employ, and institute, in their endeavours to procure the services of well-conducted, kind, intelligent, humane, and respectable surgeons as superintendents of emigrant vessels, they do occasionally make a mistake in their selection, and error has never been more palpable and signally committed than in the appointment of Mr. RAMSAY to the Inchinman, who, by his own admission, has convinced every person who heard him give his evidence in Court on the 8th instant, and who has read his letters which have appeared in the Herald, of his total unfitness and infidelity, for having the control and charge of female emigrants. Mr. RAMSAY may have been long and well tried in the service, his failies and novel modes of punishment may still now have been concealed, the recent trials, however, have brought them to light; and Mr. RAMSAY will find, if we know anything of the Commissioners at home, and the feelings of the Emigration Agent here, that his conduct on board the Inchinman will be a bar to his future employment in the emigration service. It was before TAYLOR was tried and the disclosures made that Mr. MERRWETHER signed the document referred to by Mr. RAMSAY, and in ignorance of his conduct on board. And we, in common with all who know Mr. MERRWETHER, can tell Mr. RAMSAY that the certificate would never have been given to him if Mr. MERRWETHER had been acquainted with the circumstances of his method of punishing the females. Mr. RAMSAY may consider himself peculiarly fortunate in possessing a document which entitles him to his pay; but it is by no means certain that the Emigration Agent, from the facts which have subsequently been made known to him, will not cause the banality withheld from an individual so utterly unworthy of it.

One word more to Mr. MERRWETHER, the Emigration Agent. The punishments practised by Mr. RAMSAY on the female emigrants in the Inchinman are now before the public. In the discharge of our duty we have given publicity to facts which form sufficient data for enquiry. From Mr. MERRWETHER'S position he is bound to institute a strict investigation into every case where punishment is inflicted, and for the sake of the public, we under Mr. RAMSAY'S care, but more especially for preventing any injury to the cause of emigration, a rigid enquiry must be instituted.

FOSSIL ZOOLOGY OF NEW SOUTH WALES.—No. 8.

Prasocrinus (continued).

(Owing to the occurrence of some apparently trifling misprints in the last number, which will be now corrected) a mis-apprehension of the writer's meaning has been induced in the mind of a conchologist of considerable intelligence, that the error was previously noticed; he is indebted for the mention of it. The last paragraph of No. 7 should commence thus: “Remains of recent species of *Crescis*” (not *Crispis*) “in the Mediterranean abound only in the deeper parts; in the mud and the bottom of pools, remains are numerous. It was deepest, therefore, it is a free (not deep) “seas-

out; it had been said that the plaintiff was a very poor man, and that was urged with a view of working on the sympathies of the Jury. He said that he would not leave the case here, but would call two indifferent witnesses, who were driving on the day in question behind the defendant, and witnessed the whole transaction; they will show that, so far from the accident happening through the negligence of the defendant, it will appear, that the plaintiff and his fellow servant were riding at a very rapid pace, and that when the plaintiff approached the defendant's gig, his horse swerved and carried him right against the wheel of it. In conclusion, the learned counsel cautioned the Jury not to take into consideration the statement that, since the accident, the defendant had given the plaintiff £2 or £3, for this was given out of charity, and not through any consciousness of being the cause of the unfortunate accident that had happened.

Pieces.

Urolophus (nov. gen.) (*Strong-tail*) (D.)

Gon. Cr. Alixii to *Palaeoniscus* (continued).

Bony elongated upper lobe of tail,

near to apex. Anal fin triangular,

attached to the body as far as the base of the dorsal. Dorsal fin directly over the anal.

Rays of the fins very fine and numerous,

articulations oblong, the surface of each ex-

ca-

The Anti-Transportation Movement.—The opposition to the revival of transportation is becoming general. A meeting on the subject is to be held at Maitland to-morrow; another will be held at Windsor on the 24th instant; at Goulburn a preliminary meeting is to be held to-day, and the day after for holding a public meeting will be agreed upon, probably about the 27th instant. In several other districts we have heard of movements, but have nothing decisive to announce.

CHEAP PASSENGERS.—We are glad to perceive that the London shipowners and agents are directing their attention to the necessity of providing cheap passages for respectable people to the Australasias. In one advertisement in the firm of Marshall and Edge, four vessels are advertised; but strange to say, not one of them has been heard of since, though the advertisements were published in the "Advertiser," three being for Port Adelaide and five for Port Phillip, and one for Port Phillip and Port Adelaide—which, by the bye, is rather a roundabout route for those going to South Australia. We hope Sydney will have the benefit of this new arrangement by having ships laid on direct: for we look upon the cheap, and more especially the "uniform" rate of passage money as most important to the colonies.

CUTTING AND Maiming.—A seaman belonging to the ship "Diamond," named Williamson, was yesterday brought before the Police Court, having been apprehended in consequence of a charge of stabbing and cutting a female of loose reputation named Weis. By the evidence of the female it appeared that between twelve and one o'clock that morning, as she was passing along Cambridge street, a man stumbled against her, and on her passing him away, he had cut her across the left wrist and forced, and then ran off. The wounded woman's cries for assistance almost immediately brought up the police, and from the description given by her of the man attacking her, the prisoner was shortly afterwards apprehended. Williamson when before the Court, yesterday, wholly denied the charge, but Welsh is unable to identify him, a remand being granted until to-day for the production of corroborative testimony.

ANOTHER GENERAL DRAMA'S CASE.—A person named Michael Moran, keeping a general dealer's shop in the vicinity of the South Head Road, was, on Wednesday, brought before the Police Court, charged with having in his possession an iron wheel, belonging to a child's carriage, stolen from the residence of the Rev. Mr. Mansfield. The accused admitted having had an iron wheel, possessed at the time of the prisoner's trial, by a son of the reverend gentleman, and who informed him of the price of it, and told him it had been stolen. The prisoner, however, then averred he had purchased it from a person of the name of Lally, at an auction sale, at Pickering's, in Pitt-street. This statement was adhered to by Moran, when he was before the Court, with the addition that he had a receipt for the article, which he produced, but did not show it. In support of the veracity of the alleged purchase, the auctioneer, Pickering, was called, who swore that the wheel in question had gone through his hands several times; that Moran had bought it on its last being sold, at which time it went with a lot of sundries, and to the best of his belief, that Lally was the vendor. The prisoner, however, after Pickering's evidence, that on the previous day (Tuesday) Lally had owned to the sale of it, was asked to identify the man arrested and prove what had been advanced. On Lally's being sworn, however, his evidence was that he had never seen the wheel until it was shown him by the constable who had it in charge. Alderman Egan, who sat on the case, called on the auctioneer to state whether any bar was kept of property sold by him. When Lally said he had not, and until yesterday, in order that the man might be arrested and prove what had been advanced, he entered into the premises, and found the same was the case. He then produced a receipt from a person of the name of Kelly, who sold the furniture, alighted from the carriage, and was identified by Jones in his possession, was declared bona fide. A witness was then called in, the female with whom the prisoner resided, and who deposed to the latter bringing, when she came to lodges with her, certain articles of furniture, and added, that Jones had applied to her (the witness) to take the house, and in the same terms before the prisoner mentioned it. This female was the same as Hughes. Mr. Nichols, in his evidence, said the Bach for the defence, pointed out the particular article, showing another instance of parties making and putting the criminal law in motion for the redress of their, if any existed, civil wrongs; and after alluding to the scandalous nature of the case, drew attention to what (if it was not) he would not call it perjury.—"something very like false-swearings of great forfiveness." No witnesses were called, and after Mr. Redman had permitted to reply, Alderman Egan remarked that the custom might prevail, but that it was a very bad one; that the present instance showed that a robbery had been committed, and the stolen property sold. The wheel was then ordered to be given up to the owner, and the prisoner, Moran discharged.

RUNNING AN OLD FELLOWS' LONDON.—This case was brought in a conclusion yesterday. Mr. Rogers, the Clerk of the Peace, having proved the enrolment of the Society, Mr. Little addressed the Court on behalf of the prisoners. Martin and Smith urging that no power of commitment existed, Mr. Little relied on the 19th section of the Act for the Regulation of Friendly Societies, (7 Victoria, No. 10), wherein it was prescribed the effects of the Society should be tested in the treasurer, and that such officer had in the present case been shown to belong to the Society and contended generally that the evidence brought forward established no charge against his clients. Mr. Nichols, contra, considered the case was too grave a one for two magistrates to con sider themselves authorized in dealing with, and would therefore send it to the Attorney-General. Supposing that he could not evidence a treason, the money, by the common law, was sent to Mr. Menzies, the landlord of the house, in whose name it was; and doubtless the proper officer would prepare a count, in addition to others, in the indictment, charging the theft as committed on him. Even if the property was stolen by a party from the publican, there was still an offence. If a party left a watch with a publican, and then employed a second person to take the owner's word for the theft—the party having been guilty of the custody of the publican. Martin and Smith were then committed for trial, but allowed bail.

MAN FOUND DROWNED.—About 6 o'clock yesterday morning, the body of a man was discovered floating in Darling Harbour, off the wharf at the end of Liverpool-street. On its being got ashore it was found life had been for some time extinct, and it was removed to a neighbouring public-house, where it now lies waiting interment. About 100 yards from the opposite side of the kiln, to rise about midnight and go in the direction where the body was found.

COURT MARTIAL.—A General Court Martial commenced its sittings, (which are likely to be very protracted), in the Bromley Barracks, on Thursday morning. The Court, composed of Lieutenant-Colonel Wynnard, C.B., President, Major Matson, Captain Hardy, Nugent, Condit, and Thompson, of the 8th Regiment, and Captain Moore, the Officer of Pensioners, has been assembled to investigate several charges of peculation, inciting the men to disentangle, &c., preferred by Lieutenant Owen Wynne Gray, staff Officer of Pensioners, against Captain Henry Montresor Smith, of the same corps. Lieutenant Gray is assisted in the prosecution by Mr. Merriman, and Captain Smith, in his defense, by Mr. Whittaker, Brigadier-Major Greenwood, full blooded Indian of the 3rd Dragoon Guards. Upwards of one hundred and twenty witnesses have been summoned for the prosecution, and a good deal of interest is excited. Happily, general court martial rareties are rarities in the colonies. We are precluded giving publicity of the evidence, until the termination of the proceedings.—*New Zealander.*

SUDDEN DEATH.—A female of loose character, named Sarah Roberts, was yesterday afternoon found hanging in a room, in Phillip-street. It seems the deceased had lain down on a sofa in a state of intoxication, and on going to go in about two hours afterwards was found to be extinct.

IMMIGRANTS.—There remained disengaged yesterday, in the East Maitland depot, only one orphan girl, the whole of the Harbinger immigrants having been engaged, at rates about the same as those obtained by the Harbinger immigrants. The three girls apprehended since Friday last, were engaged for sixteen years for three years at £9 per annum, and two of fifteen years for four years at £5 per annum, as domestic servants.—*Maitland Mercury.*

CITY RATES.—It would be well for those citizens who are in arrears with their rates to make speedy settlements, the Council having on Monday last ordered distress warrants to issue against all those parties who had been reported by the collectors as defaulters.

SUSPENSE.—So destitute are these places of police protection, that orchards are robbed in the night, and boys have been sent with Washington's drive and ride through them with the utmost fury, heedless of accidents. Many of the streets are receptacles of filth, in which pigs, goats, and cattle, take up their abode. No pound, no watchhouse nearer than the centre of the city; so that constables are merely a name. The station-houses erected in the time of Governor Macquarie, Sydney Committee to adopt a treasury to Goulburn, and the like, could be commenced immediately, for the simple reason that the public would have confidence in the practicability of the undertaking, and would so much sooner provide that necessary "element of power" you speak of—"adequate capital."

We complain, and, as I think, most naturally, that there is nothing in the prospectus of the railway to induce us to believe that the railway will, verily come beyond our horizon. It is all very well to talk of the intention of *essentially* augmenting the capital to extend the main trunk between Sydney and Goulburn by the sum of £100,000, but the fact is, that we have a right to expect that the public would have confidence in the practicability of the undertaking, and would so much sooner provide that necessary "element of power" you speak of—"adequate capital."

HORNING A FURNISHED HOUSE.—A female named Fanny Hughes was yesterday brought before the Police Court, on warrant, charged by John Jones, a publican, keeping the Cottage of Content, Pitt and Bathurst streets, with stealing the furniture from a furnished house which he had rented her. Mr. Redman appeared for the prosecution, and Mr. Nichols for the defense. The case, as it progressed, showed its most disgraceful character. Jones, in his evidence in chief, deposed to renting the house and furniture to the defendant at the rate of 30s. per week, and that the house had been empty, but he had furnished it for the female, whose character he was not unacquainted with, and that the furniture and male were gone from the house during a night in January, when he had been away, however, subsequently found her living at the hotel, a second female of ill fame, and where he believed he saw some of the stolen property. On cross-examination by Mr. Nichols, the prosecutor admitted having paid a man named Kelly, who sold the furniture on prior to his selection, some £18 for it; but he was positive there was no arrangement made by his re-purchase of him (Jones). Subsequently, he was called by the *Engineering News*, gentlemen have been appointed whom fitness for office has been proved by experience. Their names are, Mr. Simon, manager of one of the provincial banks; and Mr. William Letham, lately an efficient guardian of the Londonberry Union.

THE FUGITIVE LEADERS.

It is now sufficiently certain that the redoubtable Hungarian leaders, who had been refugees in England, had been received into the country, and had been made known last night, but too late for post.—

Vienna, November 1, mid-day.—The Imperial troops have taken possession of the whole city of Vienna.

It results from this that the treacherous attack made by Massenhausen and Bem upon the Imperial army terminated in the complete dispersion of the rebels who in the midst of a town, without wall or fortification, did their dastardly act.

And the same from the city and portions of the suburbs which lie upon the left of the Kremser gate, and from the right bank of the Danube, the nearest barracks occupied by the troops. All authorities fell upon men who stood by, excepting, though not unprepared.

It was in the summary of events which had occurred in Vienna down to the 30th, that Winzendorff would not compromise his people inside the city, nor relax his precautions outside, until the disarmament had been completed.

As regards the disarming of the different quarters, and the withdrawal of the troops, the same took place in the city and portions of the suburbs which lie upon the left of the Kremser gate, and from the right bank of the Danube, the nearest barracks occupied by the troops. All authorities fell upon men who stood by, excepting, though not unprepared.

All money and treasure in the hands of the National Guard, or armed popular corps, and books of public documents, must be given up to the Emperor.

An exception is made for each of the National Guards as may, according to the opinion of the Town Council, be required, after the entry of the troops, to observe and defend the public buildings. The same exception will be made in favour of such guards as the Town Council may deem necessary for the maintenance of public tranquillity.

The troops that have been brought to Vienna by Massenhausen, and Bem, must be set apart, and remain in the city, and will be reserved to be reduced to their proprietors on receiving their discharge.

The Army Council is allowed until eight p.m. upon the 30th, to consider and assent to these conditions, which, if not assented to mid-day upon the 31st, will be rejected. Field Marshal will continue military operations with all possible vigour.

Vienna, November 1, mid-day.—**CORDON.**

Upon the 31st, the Army Council, Field Marshal, and the people, stating that as the Hungarians had been repelled, there was no hope of an internal success; that unless the troops were assented to, the suburbs and city would be eventually exposed to bombardment and destruction; and as, moreover, the Prince of Liechtenstein had solemnly promised that he would not waylay the troops, that he would not entitle the revocation of any liberties accorded or obtained in March, the Town Council had assented to the terms imposed.

P.S. Accounts up to the 2nd state that the disarming was carried on without further interruption, and that all conflict has ceased. The imperial troops are tranquil masters of the whole city.

AMERICA.

Liverpool, Monday Night.—The Royal mail steamship Niagara, Captain Kyrie, arrived this evening. She brings advices from New York to the 31st ultimo, B.M. to the 1st, and Halifax to the 3rd instant.

The Niagara experienced head winds throughout the passage. The Hibernian, Captain Shannon, arrived at Halifax on the 26th, after a passage of fourteen days.

The German Reform says:

"General Massenhausen, on the 30th, at 22 hours, and according to the terms of capitulation, all the cannon was to be given up to the Emperor. Winzendorff, General Bem, and the Hungarian troops, were to be disarmed, and deposited at the Arsenal. These of the suburbs which lie upon the left of the Kremser gate, and from the right bank of the Danube, the nearest barracks occupied by the troops. All authorities fell upon men who stood by, excepting, though not unprepared.

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AMERICA.

Vienna, Oct. 30, 1848, quarter to ten, r.m.

The following telegraphic despatch was received from Vienna:

"The following proclamation of Messenhausen, of the 30th, leaves no doubt of the manner in which the capitulation which had just been signed was kept when the Hungarians were spottouching St. Stephen's Tower:

"The battle against the Hungarians, which was fought yesterday, was a complete victory, and the Hungarians were spottouching St. Stephen's Tower:

"The following proclamation of Massenhausen, of the 30th, leaves no doubt of the manner in which the capitulation which had just been signed was kept when the Hungarians were spottouching St. Stephen's Tower:

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PAPETEE HARBOUR AND PITCAIRN'S ISLAND.

(From the *Nautical Magazine*, November.)
JANUARY 1st, 1848.—Sailed from Haifa for Tahiti. On this passage we experienced easternly winds to N.E. & E., with a heavy swell from the northward and eastward, with heavy squalls, and rain: on the 2nd, we fetched up between Sir C. Saunders, and Eines Islands, and continued bearing round the north end of Eines, till the morning of the 3rd, when we anchored in Papetee Harbour. Here we remained till the 4th of February, when we weighed for Pitcairn's Island, and Valparaiso.

Melville gives the following amusing account of the pilot of Papetee:—“Even with a competent pilot, Papetee Bay is considered a ticklish one to enter. Formed by a bold sweep of the shore, it is protected seawards by the coral reef, upon which the rollers break with great violence. After stretching across the bay, the barrier extends to Point Venus, so called from Cook's observatory being placed there during his first visit; this point is in the district of Matavai eight or nine miles distant. Here there is an opening, by which ships enter, and glide down the smooth deep canal between the reef and the shore to the harbour. But, by reason generally, the leeward entrance is preferred, as the wind is extremely variable inside the bay. The latter entrance is a break in the barrier directly facing the little village of Papetee. It is very narrow, and from the belling winds, currents, and sunken rocks, ships now and then grate their keels against the coral.”

“But the mate was not to be daunted; so stationing what men he had at the braces, he sprang upon the bulwark, and bidding every body hold wide awake, ordered the helm up. In a few moments we were running in. Being towards the land, the wind was still less leaving us, and by this time the lookers were running on either hand little more than half a cable's length off. Yet, coarse as the bark was, (not two thousand yards from them) they averaged, in these times of poverty, 600 rupees per head; and a good batch would have averaged 1000 rupees. So you need not be discouraged by the first adventure, ill-conceived and conducted as it was.” There has been no falling off in prices since 1845, and surely our market is not to be expected to go down in New South Wales.

I trust the publication of these extracts will have full effect, and determine the gentry and breeders to rear stock exclusively for India; size is not so much an object as blood. I will further remark on the proper means and time of shipment, as I have taken some care to ascertain the probable winds and weather the horses would have to encounter.

New South Wales shipping have as yet taken the Tonga Islands passage, and the consequence has been that these were shipped at a bad time of the year, quite unsuited for a sea voyage, and great losses were occasioned.

The evils attending the Torres Straits route are these: the passage through the Barrie is not open from the south-eastward (according to Captain F. P. Blackwood's report) until from the beginning of April to the end of October. It then blows strong, and accompanied with thick weather, and is also greatly dangerous, as we all know from the loss of several horse ships. After passing through the reefs, the vessels are frequently becalmed under New Guinea, in excessive sultry weather, and short water, as some horse ships have been. The vessel and horses then pass into the Indian ocean, and meet the terrible squalls and heavy rains of the south-west monsoon all the way from the equator to the Sand Hds. I have been running through the south-west monsoon, and the track in August, under treacherous seaways, and reflected calamity. Then the horses land in the strength of the rains in Calcutta, when those who generally purchase good horses are up the country, and the city is deserted by all but the merchants and seamen. Could it be possible to ship horses under greater disadvantages as to condition and season? For in April, May, and June, the nags go on board with their winter coats on, and from succulent food on to dry hay. No wonder one-third of them are lost.

But if from the 1st of March, from Diemen's Land, I assert that this present month (February) is the only month in the year that it can be safely and successfully carried out, and that any amount of horses can be sent away during this period. The horses are then hard from the gradual drying up of the pastures, and are fresh in flesh and fine in coat, and when shipped and fed upon good green grass, will not have turned out in cold weather visitors from the upper provinces of Bengal, and meet the terrible squalls and heavy rains of the south-west monsoon all the way from the equator to the Sand Hds. I have been running through the south-west monsoon, and the track in August, under treacherous seaways, and reflected calamity.

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“This tirade, which showed plainly that whatever the profane old rascal was at, he was in right good earnest, produced peals of laughter in the ship. Upon which he seemed to get beside himself; and the boy, who, with suspended paddle, was staring about him, received a sound box over the head, which set him to work in a twinkling, and brought the canoe quite near. The orator now opening his mouth again, his volubility was all; the old man once in a while tearing his paddle out of the water; and after rapping his companion over the head, he fell into a fresh rigour. As they came within sight, the old fellow sprang on his feet, and flourishing his paddle, cut some of the queerest of capers, all the while jabbering something at first which we could not understand. Presently we made out the following:—

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“Liverpool Mercury.

retreat from the burning rays of an almost perpetual sun. The coast is fringed with impenetrable barriers, which seem to present insurmountable obstacles to landing, except in Bountiful Bay, situated on the north-east side, and even here, all communication is impractical when it blows strong. A flag hoisted at the flagstaff in the village, indicates that landing is practicable in Bountiful Bay. On passing round the east end from the southward, St. Paul's point is shaped by the most grotesquely formed rocks and rocks, and is also called Adam's Rock, becoming rocks, and is also called from Cook's observatory being placed there during his first visit; this point is in the district of Matavai eight or nine miles distant. Here there is an opening, by which ships enter, and glide down the smooth deep canal between the reef and the shore to the harbour. But, by reason generally, the leeward entrance is preferred, as the wind is extremely variable inside the bay. The latter entrance is a break in the barrier directly facing the little village of Papetee. It is very narrow, and from the belling winds, currents, and sunken rocks, ships now and then grate their keels against the coral.”

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“But the mate was not to be daunted; so stationing what men he had at the braces, he sprang upon the bulwark, and bidding every body hold wide awake, ordered the helm up. In a few moments we were running in. Being towards the land, the wind was still less leaving us, and by this time the lookers were running on either hand little more than half a cable's length off. Yet, coarse as the bark was, (not two thousand yards from them) they averaged, in these times of poverty, 600 rupees per head; and a good batch would have averaged 1000 rupees. So you need not be discouraged by the first adventure, ill-conceived and conducted as it was.” There has been no falling off in prices since 1845, and surely our market is not to be expected to go down in New South Wales.

I trust the publication of these extracts will have full effect, and determine the gentry and breeders to rear stock exclusively for India; size is not so much an object as blood. I will further remark on the proper means and time of shipment, as I have taken some care to ascertain the probable winds and weather the horses would have to encounter.

New South Wales shipping have as yet taken the Tonga Islands passage, and the consequence has been that these were shipped at a bad time of the year, quite unsuited for a sea voyage, and great losses were occasioned.

The evils attending the Torres Straits route are these: the passage through the Barrie is not open from the south-eastward (according to Captain F. P. Blackwood's report) until from the beginning of April to the end of October. It then blows strong, and accompanied with thick weather, and is also greatly dangerous, as we all know from the loss of several horse ships. After passing through the reefs, the vessels are frequently becalmed under New Guinea, in excessive sultry weather, and short water, as some horse ships have been.

The vessel and horses then pass into the Indian ocean, and meet the terrible squalls and heavy rains of the south-west monsoon all the way from the equator to the Sand Hds. I have been running through the south-west monsoon, and the track in August, under treacherous seaways, and reflected calamity.

Then the horses land in the strength of the rains in Calcutta, when those who generally purchase good horses are up the country, and the city is deserted by all but the merchants and seamen. Could it be possible to ship horses under greater disadvantages as to condition and season? For in April, May, and June, the nags go on board with their winter coats on, and from succulent food on to dry hay. No wonder one-third of them are lost.

“Ah! you pens, ah! you come!—What for you come?—You be fine for no come pilot.—I say, you Aear!—I say, you its maitai (no good).—You hear!—You no pilot?—yes, you d—ah! you no pilot 'till—I d—ah! you hear!—

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